

the Dominion of Canada is the fact that the men foremost in construction are Missouri-

history of Canadian progress is the leading part railroad officials who received their training on Missouri railroads have taken in the management of the railroad properties of Canada.

structed under the direction of a railroad the early railroad building in Missouri, a man whose pastime it was, while superintending construction, to study geology.

Probably the second railroad which shall accomplish the feat of reaching from the Atlantic to the Pacific is the Grand Trunk, the great Canadian lake system which proposes to build another 2,500 or 3,000 miles of track west to the Pacific.

And the thing which railroad men do not everlook, in speaking of these men, is that the chief railroad men of Canada left the farm for the city, the toll of soil development to become city business men, and later found their own development a great factor in the greatest development in the list of things that count for progress-that of rail-

Sir William C. Van Horne, chairman of the board of the Canadian Pacific Ratiway, and Charles M. Mays, second vice president and general manager of the Grand Trunk, are the two leading Missourians doing their world's work in Canada.

They have called to their support in lesser efficial positions other railroad men from Missouri lines.

Van Horne has been away from Missouri no long that he is only remembered by many as having once lived in this State. But Charles M. Hays has been a resident of St. Louis until so short a time ago that by many he is still considered a St. Louis

These little chips of stone he would label

These men have gone into the British country, have been eminently successful in fact have achieved such successes that one of them has been knighted in recognition of his great services to the Canadian Governand the other has won that recognition which will enable him to build another

the railroad service as a messenger boy in October, 1856. He was promoted to telegraph operator by

his road, the Illinois Central, and held that position until 1858.

Michigan Central Hailroad, the Joliet di-vision, in various capacities. From 1864 to 1872 he was on the Chicago and Alton

months ticket agent and telegraph opera-tor, the next three years train dispatcher, for one year superintendent of telegraph. intendent. From July, 1872, to July, 1874, he was gen-eral superintendent of the St. Louis, Kan-

sas City and Northern Railway. He was general manager of the Southern Minnesota Railway from October, 1874, to October, 1878, and from that time until December, 1879, he was president of the com-

Again he returned to the Chicago and Al-In October, 1878, to December, 1879. It was while with the Alton that Mr

Van Horne became so well known in St. Louis, and many stories are told of how he used to carry a hammer in his pocket and chip off little bits of stone as he superintended railroad construction or the picking

with some long Latin name and store away for future examination.

Leaving St. Louis in January, 1889, he went to the Chicago, Milwaukee and St. Paul Railway, and became general superintendent, which position he held two years. Then he went to the Canadian Parific.

Charles M. Hays of the Grand Trunk, the Canadian system of railroads which lies along the Great Lakes, and even Jeaches into the United States, was the successor of Collis P. Huntington, and first became

Pacific at a salary of \$55.00 a year.

And it is said that he received as much as that and many thousand collars more to give up the position only a short time ago, when he became, for the second time, vice president and general manager of the Grand

At the age of 19 years Charles M. Hays was a clerk in the Prisco Railroad offices in St. Louis, with a salary of \$30 a month. At the age of \$2, in October, 1949, still re-taining his home in St. Louis, he become president of the Southern Pacific-His subry was the highest then received

than that received by the President of the president

with the Southern Pacific.

His success was remarkable, his career brilliant to the time of his election of the Southern Pacific, and then after he retired on his own terms, with a transmission of the Southern Pacific, and then after he retired on his own terms, with a transmission of the Now that Mr. Hays has returned to the formed, and then later accounted his of the Grand Trunk he proposes to undertake the to work, and then later accepted his c'I construction of a new railroad to the Paposition with the Grand Trunk, his friends eith const. which will give the Canadian predicted that it would be only a short time before he would be made president.

Both of these men—Yan Horne and Hays— sourians in executive positions in Canada The Government had subsidized the road. I are plain men, and to-day are said to be as is Mr. F. H. McGuigan, manager of main-

the general manager of the Missouri Pa-cific at St. Louis at \$500 a month, and remained in that position seven years, his salary to \$55,000 a year.

In 1886 Mr. Have became the private secretary of the general manager of the Wabash, and two years later was made assistant general manager of the road at a salary of \$700 a month.

A year later he became general manager with a sabiry of \$12,000 a year. After a long service with the Wabash, Mr. Hays went with the Grand Trunk at ELOW a year, under a contract to serve at that salary for five years,

It was during his service with the Grand ink at this time that Mr. Hays assured his friends in St. Louis that he would always remain a citizens of the United States

to the Camadian Hailroad he was raised in salary of \$15,000 p year. Collis P. Hunsington dief.

The Southern Railroad was without a It was the second largest railroad in the United States. A big man was needed. His solary was increased by thousands of dollars at a time just previous to going with the Southern Pacific.

Linited States. A big man was needed.

As the Grand Trunk had violated its contract with Mr. Have in raising his salary.

he Grand Trunk Railroad. These three terms embedy a vast deal of the how long it will be meaning in connection with the railroad Government will be as system, and Mr. McGuigan has established with a brace of title.

division.

It has been said that Mr. Hays and Mr. McGuigan form the most extraordinary rall.

It has been said that Mr. Hays and Mr. Louis.

It has been said that Mr. Hays and Mr. Louis.

It does be the division of the Grand Trunk, was probably a fact.

Each has unlimited confidence in the other, and each knows almost to perfection of the Wabish Phiload.

A. Guize, general purchasing agent of the Grand Trunk, was a Wabash purchasing age, at.

Mr. McGuigan has practically rebuilt the

This rebuilding has included the construction of hundreds of miles of double grack.

Hills have been cur away and hollows have been filled at an expense of milions position only a few days are by Russell position only a few days are by Russell Harding, greened manager of the Missouri

the Grand Truck to the Statific Coast. This Missourian knows the detail of rail-

e transportation and construction of Many friends of Mr. Hays and Mr. Morrand Trunk Railroad.

Trunk Railroad.

The transportation and construction of Many friends of Mr. Hays and Mr. Morrand Mr. Mo

eather St. Louis railtead men have from time to time gone into Canada, but among

these the most prominent now has returned.
William Cotter, the manager of the Missouri Pacific and Iron Mountain, St. Louis, Pacific and Iron Mountain.

and Rio Grande nise tried Canada, but preferrest the United State-The route of the new transcontinents line to be bunt by the Grand Trank is not defi-nitely determined in detail.

Government will be after these gentlemen to the second vice president and general manager, of the Grand Trunk, was secretary to Mr. Hays when the latter was on

The proposed undertaking involves build-ing 250 to 3,000 miles of line, which, reporting to the nescaptanters in S. equipped, will cost perhaps as much as
J. Ferritor, superintendent of the \$100.000.000. The line will be built by a new corpora-tion, the Grand Trunk Pacific Railway Com-

pany, and it is hardly necessary to say that it will be a highly modern road, with the lowest obtainable grades. It will probably leave the Grand Trunk road at a point between Toronto and North Bay and will connect with the Clergue road

at Sudbury and reach Port Arthur.
It will run through Northern Ontario. Manitoba, Saskatchewan, Assinibola and

The project has been under consideration for a long time, and was finally agreed to during a recent visit to England by Mr. Hays, and the directors are now ready to

push the project with the view of finding a terminus on Butte Inlet or at Port Simp-Port Simpson is 509 or 600 miles north of Vancouver, the Pacific terminus of the Ca-

Vancouver, the The confidence with which he was held in Missouri has been diplicated in Canada. There are other raise of men who went feeling of the great importance of getting to the Canadan raise as from St. Louis, into the rich territory of the Northwest.

WAR OF EXTERMINATION IS BEING WAGED ON COWBOY HIGHWAYMEN.

Banks and Railroads Have Combined to Free the Country of a New Class of Desperadoes.

WRITTEN FOR THE SUNDAY REPUBLIC For the purpose of running down robbers or banks, railroads and express companies, a protective committee, with more than 7,939 banks and ratiroads represented, has been erton, the noted detective, is at the

Pinkerton, the noted detective, is at the bload of it, and the Union Pacific and the Great Northern lines particularly interested. Although this "antioutlaw trust." combining the resources of all the banks, express companies and railroads of the great West, has been in existence only a short time. It is said to rapidly freeing the companies. time, it is said to rapidly freeing the coun-try of train robbers and safe dynamiters. At the request of the Sunday Herald Mr. Robert Pinkerton yesterday gave some in-feresting figures on the subject. At the recent convention of the American Blankers' Association it was shown that this organized hunting down of the most des-

perate and dangerous criminals in the world Costs in the nneighborhood of 10,000 a year. The entire booky Mountain region, from the Canadian border to Old Mexico, has been scoured by experts shadowing members of the gangs from State to State, through nearly twenty degrees of latitude. the tralls often leading into the wildest and most inaccessible haunts of outlaws and Leasts of prey among mountains and plains.

It is a dark and thrilling story of how quiet, unscrupulous cowhoys, apparently insignificant men, sift themselves out of the society of their honest fellows and become bandits, plundering banks, blowing up rallway trains, spreading terror over the land. Heavy overland express trains, rich to treasure, thunder through canons, with expert frontiersmen among the passengers, yet all are helpless as babes when a couple of these robbers hold up the train in the mountains, blow open cars and safes, with passengers and train crew looking on, frightened and paralyzed.

Half an hour's work end the job. The bandits mount horses and vanish into

the wilderness.
Then all hands hurry aboard the cars, the engineer puts on steam, and at the first town reached a posse is raised. With bloodhounds and fast horses, pur-Usually the result is failure.

Then Pinkerton is telegraphed, and his agents appear.

Starting from the scene of the hold-up, they get on the trail of the fugilives, with orders to keep at it until they are successful, be it a week, a month or twenty years

Said Mr. Pinkerton the other day: "As a rule, train tobbers are originally

"They begin life posing as cowboys be-

cause they think it an easy life.
"By mature they are too lazy to work. "Learning the business, they take to branding stray caives on the plains before the owner's employes can find them and

drive them to the herds.







BUTCH CASSIDY. Wyoming robber,

brands or Rilling stock outright, thus be- and nustache, color somewhat lighter than Logan's deeds gives an idea of the recoming full-fledged cattle thates.

"Being expert riders and familiar with Angles has guashed wound on wrist:

"Being expert riders and familiar with Angles has guashed wound on wrist:

"Being expert riders and familiar with Angles has guashed wound on wrist:

"Being expert riders and familiar with Angles has guashed wound on wrist: the country and people, they know how to handle stolen animals—cattle or horses and

from their first success they soon grow reckless and desperate. leaders of a gang. •
Such a man is Harvey Logan, who fig-

ured in the Great Northern express robbery in Montana, July 3, 1902. Here is his record: "Name, Harvey Logan, alias Harvey Curry, 'Kid' Curry, 'Bob' Jones and Tom' Jones; residence (last known), Landusky and Harlem, Mont.; nativity, Dodson Counby, Missouri; color, white; occupation, cow-boy, rustler; criminal occupation, bank rob-ber, train robber, horse and cattle thief. rustler, 'bold-up' and murderer; age, 25 years (1961); eyes, dark; height, 5 feet 72 inches; weight, 145 to 199 pounds; build, medium; complexion, dark, swarthy; nose, prominent, large, long and straight; color of hair, dark brown, darker than mustic hand a dark brown, darker than mustic hand be added to the far west.

Missouri, developed such daring in holding up overland trains that he became a leader of the famous 'Wild Bunch' gang, of less than a dozen members, but estual to a whole regiment of ordinary desperadoes in terrorizing the far West.

LONNY LOGAN.

Who was killed while resisting arrest.

"Marks has gunshet wound on wrist; talks slowly; is of quiet, reserved manner. "Harvey Legan is a fugitive from justice, having mardered Pike Landusky, at Lan-"They seek daring crimes, raiding banks, dusky, Mont. December 25, 189, and since holding up trains, and finally graduate as their has been implicated in a number of leaders of a gang.

They seek daring crimes, raiding banks, dusky, Mont. December 25, 189, and since holding up trains, and finally graduate as their has been implicated in a number of a leaders of a gang. Union Pacific Railway train at Wilcox,

> "June 2, 1899, a posse overtook Logan and his band near Casper, Wy., and in an at-tempt to arrest them Sheriff Joseph Hazen ersa County, Wyoming, was assassinated.

> "Now, this gentlmanly assassin and train robber, once a midest cow puncher in old Missouri, developed such daring in holding

"Next they begin stealing cattle, altering tache; style of beard, can raise heavy beard. The following cold narrative of some of deep.

Leader of "Wild Bunch Gang." Mr. Pinkerton says:

HARVEY LOGAN.

"Harvey Logan was arrested near Knoxville, Tenn., December 15, 180, and is now in juli at Knoxville, awaiting trial by the United States Court.

"After the hanging of 'Black Jack' Ketcham by the nuthorities in New Mexico and the killing of Will Carvet by a Sheriff's pesse in Texas, Logan became the leader of the 'Wild Burch.' "On December 12, 1901, when hiding in

Knoxville, he had an altercation in a sa-loon with two habitues of the place, at-tracting the attention of two policemen.

tried to assist in his capture, and, backing the American Fankers' Association, the discount of a rear door, escaped by vaulting ficials of the Union Pacific Railroad and over a fence into a railroad cut thirty feet Pacific Express Company and the Great says:

Northern Railway and Express Company.

"One of the most important arrests made

timeelf as firmly in this work as he was when he was superintendent of the Walash

Mr. Hays went to Canada several years

of deliars, all under the direction of this capable Missouriar.

It will be likely that Mr. McGoigen will be foremost in the great plants for extending

hausted from cold and exposure

ump to escape.

"Logan was arrested two days inter ex-lausted from cold and exposure
"He had lost his pistol in his desperate imp to escape.
"From our circular, which contained his hotograph and description, the Knoxville From our circular, which contained his photograph and description, the Knoxylle enters they have shown in arresting and police were able to identify their prisoner as the notorious leader of the Western wild Bunch' band of outlaws who had been driven from his Western strongholds "In August and September, 1901, he defrauded with forged checks members of the outlaws who has in ambush.
"In addition to this a number were

the necessity of breaking up these bandits-

been reduced to a minimum, although many

of these bands are still operating through-

"It meant money and releatless warfare.
"Success followed, and we may say that

especially the 'Wild Bunch' gang.

by efforts made for his capture on the in-formation furnished by us.

"On our earnest recommendation, ar-"On our earnest recommendation, as "On our earnest recommendation, as "On our earnest recommendation, as "one of the present were finally made to place a day and night guard over Leann in the the West by the association and by rairroad the West by the association and by rairroad and express companies is found in the beautiful members.

"Legan is a native of Dodson. Me., and relembers pursuit of the remaining members for years has been one of the most desfor years has been one of the most des-perate cutiaws who ever operated in the Mr. Pinkerten gives an interesting list of

He has perpetrated at least six non-ders and was lender of the field-ups who, on Jane 25, 1827, robbed the Butte County Bank onember American Bankers' Association) Belle Pour he S. D. for which crams he was arrested, subsequently escapeng from the Dendwood, S. D. [all on there]

ber 31, 1907."

Logan, or "Curry" as he is frequently known, was assisted by his brather and our train relatives, all desperate, daughtous men. Mr. Pinkerton gave of the control of the c known, was assisted by his bruther and cut tain relatives, all desperate, dangerous men. Mr. Pinkerton says of them:

"Kither members of the "Will Bunch" as counted for by death of imprisonment since our investigation began are:

"Lonny Logan, allas Curry, alies for a brother of Harvey Logan, siles 1870 Curry and the first surface of Systems and System

brother of Harrey Logan, siles K.a Cur-ry, killed at Dedson, Mo., February 2, 1936. Book in while registing arrest, by a posse complosed of our detectives and officers of the Kansas City Police Department, for the rabbery of the Union Pacific train at Wilcox, Wyo, on Average specific senses a systax, a mental sense of the contract of the contra

June 2. 1899

"Bob' Lee, alias Bob' Curry a cousin of the Logan brothers, arrested at Cripple Creek, Colo. by our detectives affect by two Sheriff's officers, tried in the United States Court, convicted and sentenced to ten years in the State Ponitentiary, Raydins, Wyo. for the robbers of the Logan Packing expenses. ourt, convicted and sentenced in ten years in the State Penitentiary, Rawlins, Wyo. But Imagiars who stateshed imaginers of the orbits of the Union Facific express rain, Wilcox, Wyo. "George S. Curry, alias 'Fat Noss George." Bank reliable and train "hold-me" strested train, Wilcox, Wyo.

mother leader, was killed April 17, 180, by and sentenced at the bold-ups arre-tel sheriff's posse about seventy miles east of and swalting trial hompsons, Utah, while resisting arrest. He was concerned in the robbery of the Union Pacific train, Wilcox, Wyo., June 2, 1898. Speaking further of the operations against the "Wild Bunch" gang, Mr. Pinkerton mays that all but three of these, every one a desperate criminal, have been killed or sen-tenced to long terms of imprisonment.

"The robbery of the Butte County Bank, Beile Fourche, S. D., June 28, 1857, was our first cause for work against this hand. In there is not one known in those days as a professional forger operating in the United ratiroads and express companies. It was States the beginning of the end of these notorious and desperate outlaws.

"We have entered into detail concerning this character of criminal, even of those

the disposition of this 'Wild Bunch' of desperadoes to demonstrate what can be accomplished through organization and by re-lentless effort, even against so well organ-ized a band of desperate outlaws, who, after were despaired of.

"Logan then field up' the proprietor, his employes and others in the saloon who tried to assist in his capture, and, backing out of a rear door, escaped by vaulting over a fonce into a railroad cut thirty for the proprietor of the American Bankers' Association, the officials of the Union Pacific Railroad and out the country.

"Not one member of the association was robbed during the year."

"Forty-cight photographs and descriptions of professional criminals and 10% warnings were sent to the association's members during the last year."

Frank W. Morse, third vice president of the Grand Trank, was superintendent of machinery of the Wabash at Fort Wayne.

of E. V. Wilbur, alias Edwin H. Royce, alias Horace G. Winders, alias George F. Tapnan, etc., at Antenito, Colo., January 13.

Banking Association at Topeka, Kas., and Cripple Creek, Colo., to the amount of \$1,650. "He had previously confined his operations to lawyers and banks, not members of the American Bankers' Association in the Western States. His methods were most ingenious."

A typical case is thus described by Mr. "On September 20, 1901, as Charles E. Alburn, he was introduced at the First National Bank, Cripple Creek, Colo., by a local attorney and received \$50 on a begus check drawn to his order on the First National

Bank of Florence, Colo. The attorney had been engaged by Alburn everal days before and had received a check in his mail that morning from Canon City, the proceeds, as he believed, of the sale of Alburn's interest in a store owned cititly by his alleged brother, George H. Al-

"On receipt of the money, Alburn went across the mountains to Victor, where he arranged for an attorney to negotiate the sale of supposed property at Cotopaxi.
"A reply from Cotopaxi was expected next day, and Alburn was expected to call Satorday. September 21, in the morning, as

the banks would be closed after noon.

"The papers arrived on Saturday morning, but when Alburn called his attorney had gone to Crippie Creek on business.
"Fearing to wait in the vicinity, Alburn disappeared and was next heard of at Waco. Tex. in November, where he appeared under the rame of A. C. Holder and had atterneys employed on two different opera-

posed to be owned by him.

"One attorney indorsed a draft of \$500. purporting to be by the First National Bank of Brynn, Tex., on the First National Bank of Chicago, and for this Holder was paid currency by the Providential National

Bank of Waco. Toward the end of December he appeared in Alliance, Neb., as Geo. L. Entzminger, went through a similar course of procedure, and secured from the Alliance National Bank \$500 or a fraudulent draft "When the American Hankers' Association first adopted the protective feature of their organization against robbers we emphasized purporting to be by the First National Bank, Chadran, Neb., on the First Na-

tional Bank of Chicago.

"Our Denver office advised us that a simlar swindle had been committed at Creede, on January 9, 1902. "We co-operated with the Creede au-

thorities, which resulted in Wilbur's ar-rest, as stated, on January 12, at Antonito, Colo., where he was interrupted by telegrams requesting his arrest. "The banks of this country have been al-"On April 39, 1992, while in the jail at Conejos, Colo., awaiting trial, Wilbur re-moved the padlock from his cell door, sewho operate in a very small way.
"Bank sneak thieving on our members has

cured the jailer's revolver, shot at the jailer and made his escape, but was recaptured after a number of shots had been ex-"For this, on May 6, 1902, five informa-

tions were filed against him charging as-sault with intent to kill, and on his pleading guilty to one count he was sentenced to an indeterminate term of not less than twelve and not more than fourteen years of the Union Pacific Ranges and the Great says:

Express Company and the Great says:

"One of the most important arrests made Canon City, Colo," Colorado State Penitentiary, 25